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BRYNER, E. *The garment trades.* (Cleveland, O.: Cleveland Foundation Survey Committee. 1916. Pp. 153. 25c.)

COMPTON, W. *The organization of the lumber industry, with special reference to the influences determining the prices of lumber in the United States.* (Chicago: American Lumberman. 1916. Pp. x, 153. \$2.)

LUTZ, R. R. *The metal trades.* (Cleveland, O.: Cleveland Foundation Survey Committee. 1916. Pp. 129. 25c.)

State of Washington timber workers' employment guide, 1915-1916. (Seattle, Wash.: Timber Workers' Pub. Co. 1915. Pp. 127.)

Transportation and Communication

Studies in the Cost of Urban Transportation Service. By F. W. DOOLITTLE. (New York: American Electric Railway Association. 1916. Pp. xxiii, 467. \$3.50.)

A large amount of information is contained in this book. It treats many different phases of its subject from still more points of view. No one, unless possibly some street railway accountant, is likely to read it all. But as a source to turn to for materials it will be very useful to many. It is impossible in short space to give more than a general idea of the contents of its 467 pages of very fine print, which bristle with tables, charts, and diagrams.

The origin of the book is interesting and gives it an excellent backing of authority. It is the result of the work of a "Bureau of Fare Research" organized under the direction of a committee of the American Electric Railway Association. Five well-known street railway managers sign the preface, endorsing the work of Mr. Doolittle and giving credit also to Mr. Edwin Gruhl as having "represented the committee in many of the conferences with Mr. Doolittle." The compilation was made between May, 1914, and October, 1915, and all data are brought down as nearly as possible to date. It contains the results of some "special investigations," but much of the material is collected from many sources in previous publications.

One thing that may possibly surprise the reader is the general tone of optimism. While the common impression that street railways have fallen on evil days is sustained by the showing that the capital invested pays less than 4 per cent (p. 71); that new capital is being had only at ever-increasing rates of interest on account of the increasing risks (p. 4); that the "jitneys" and other competing forms of transportation are cutting into the growth of

earnings (p. 298 ff.); that the prospect of being hampered by popular legislation and regulation is greater for street railways than for any other public utility (p. 80); and that the return to capital is greater in manufacturing investments (p. 73)—yet there is no note of despair. The pages of joy, mainly over internal successes in reducing costs, far exceed those of gloom over the darkening environment. In fact the shadows seem to have been mentioned solely

in the hope that they will assist in clearing up much of the misunderstanding that prevails in many quarters as to the actual financial results of electric railway operation and the possibilities of lower fares and larger contributions from electric railways toward the cost of government (preface).

Among the most conspicuous of the cost-saving devices set forth are the "skip stop" system and the pay-as-you-enter and pay-as-you-leave systems.

While there is no extended argumentation for any particular doctrine as to the relation of public utilities to the public, yet certain attitudes of mind are woven into the book, which may or may not express the general attitude of street railway managers. In two cases these are in striking contrast. Thus there runs through the discussion of the capital costs the idea that some of the often debated items, like promotion costs, franchise values or costs, discount on securities, brokerage, constitute a proper claim for increased earnings. Failure to meet all production costs, including these, is attributed "principally to causes beyond the control of the management" (p. 3), and it is urged that "the fault lies with the community and not with the street railway company" (p. 3). Errors in financing are excused by the statement that "financing under these conditions was costly" (p. 6). It is urged, as if in defense of errors, that "the promoters' views of the new enterprise were unusually optimistic" (p. 3). In this connection there is a frank insistence on the private rights of the owners of the public utility in their extreme form.

On the other hand, there is in other connections, especially in connection with the service to be furnished, a full recognition of the public duties of the public utilities and of the necessity of studying and endeavoring to meet public opinion. The chapter on the Psychological Aspect of Street Railway Service is very remarkable in this respect, as well as very interesting in the material brought together. It was based on special studies made by

university students in Milwaukee and in Cleveland. The general aim was to ascertain what constituted "satisfactory service."

Sometimes a little special pleading creeps in. There is much of this in the chapter on Competing Forms of Transportation, and especially in connection with the "jitneys." After proving that the jitneys are bad economically for the public as well as their operators, and giving no hint of a reason for their persistence and multiplication, the chapter ends with a eulogy of the relatively greater merits of the street cars.

While most of the book is general, Part V, which deals with Regulation and the Cost of Service, is special. It contains a full history of the Cleveland Experiment and of the Milwaukee Experiment, but set forth in a way to illustrate the principles involved. It may be that this part of the book is colored by the attitude of mind of the author, though if so it is not apparent.

The book is especially rich in materials for a study of the methods of cost accounting. Statistical methods are very cleverly and effectively used. In this respect the chapters on Traffic Characteristics, Traffic Survey, Traffic Observation, Application of Traffic Data, and the Paying Haul are among the best, but there are others that are good.

The book seems to have been hurriedly thrown together. The English, although the meaning is usually clear, is not always well chosen. On the very first page, there are listed as "costs" items of interest called "returns." Some of the tables lack the necessary legends for interpretation, the table on page 11 lacking any indication as to what the figures stand for. One can guess that they are percentages, but one has to guess again what they are percentages of. Also, we find material introduced that is not strictly pertinent. Thus, on pages 50 and 51 are charts showing the fluctuations in the average of hourly wages, without any hint that labor "costs" may fluctuate very differently. Yet these are little things. It is certain that every economist with any interest in this field at all must have this book where he can consult it.

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Railway Monopoly and Rate Regulation. By ROBERT JAMES MCFALL. Columbia University Studies in History, Economics and Public Law, Vol. LXIX, No. 1. (New York: Longmans, Green and Company. 1916. Pp. 223. \$2.00.) The chief work of railroad economists in the past has been in